AGM.17.1

GM GENERAL MOTORS

War-Craftsman

AUGUST, 1944
VOL. 3 NO. 8

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GM PARTS AND SERVICE MEN GO TO WAR THEATRES

GM Of Canada Has Very Good Record In Suggestion Program

Release Corporation Scoreboard For July On Victory Ideas

In the latest Corporation Suggestion scoreboard, General Motors of Canada placed 12th in a list of the first 24 divisions having an outstanding record in the operation of their Suggestion Plan. The scoreboard is based on the number of suggestions with relation to the total number of employees. GM folks in Canada have established a good comparison record with other divisions in the Corporation. Their interest in Victory suggestions has kept the Canadian Division well in the running throughout this year. Following is the summary of suggestions accepted for payment of awards in Oshawa up to July 15th:

EMPLOYEE	DEPARTMENT	AWARDS
Melvin K. McCabe	Sheet Metal	$ 8.00
W. R. Glover	Aircraft	10.00
John C. Cook	Aircraft	46.50
Harold Forshee	War Parts	15.00
A. W. Simmons	C.P. Inspection	5.00
R. Gilson	No. 3 Army Line	5.00
John C. Kemp	Material Handling	5.00
Jack H. Cooper	Sheet Metal Paint	5.00
Arthur F. A. Ross	Aircraft	10.00
William J. Wright	Tank Assembly	10.00
R. K. Adair	Body Shop	5.00
H. Hancock	Maintenance	5.00
W. T. Drayton	No. 3 Army Line	5.00
M. Yelland	N.P. Toolroom	5.00
A. McKnight	Sheet Metal Paint	5.00
J. H. Cottingham	Shipping	5.00
Wesley L. Grant	Garnish Moulding	5.00
Ethel A. Sanders	War Parts	10.00
George Whiley	C.P. Inspection	10.00
M. R. Pollard	Aircraft	10.00
Alfred E. Newell	Truck & Commercial	5.00
E. McGrath	Maintenance	5.00
E. McGrath	Maintenance	5.00
Clem Crozier	Aircraft	79.25
*Lillian S. Fowlie	Aircraft	42.50
*Margaret B. Scott	Aircraft	42.50
Clem G. Crozier	Aircraft	25.00
J. Wallace	Material Handling	5.00
Grant E. McMahon	Aircraft	10.00
Lawrence Beal	Sheet Metal Prime	5.00
A. Living	Aircraft	10.00
John R. Hall	Shipping	25.00
William E. Bottrell	Shipping	5.00
A. Towns	Sheet Metal	23.75
Edward G. Pollard	Shipping	15.00
A. Loyko	Material Handling	10.00
Melvin K. McCabe	Sheet Metal	5.00
Orville N. Dingman	C.P. Inspection	10.00
*E. Barnes	Axle, Rods & Tubing	10.00
Julia Strichalski	Aircraft	5.00
Howard W. Reynard	Sheet Metal	10.00
Douglas J. Turner	Standards	25.00
Lloyd Horner	Sheet Metal Paint	5.00
W. J. Burns	Truck & Commercial	5.00
J. J. Ward	Shipping	31.25
F. E. Kunkel	Millroom	25.00
Paul Keetch	Truck & Commercial	20.00
E. W. Kennedy	C.P. Inspection	1.75
Leonard A. Manning	Material Handling	5.00
Lionel Barks	Material Handling	5.00
Arthur E. Wallis	Tank Assembly	5.00
R. A. Jones	Body Assembly	5.00
Earl T. Edmondson	Material Handling	5.00
W. Smithers	Maintenance	15.00
R. Mitchell	Garnish Moulding	20.00
B. T. Gwilliam	Purchasing	5.00
Lloyd Spraggs	War Parts	25.00
F. J. Ostrowski	Aircraft	10.00
George Perry	Radiator	10.00
Harry Woods	Aircraft	10.00
Mae Black	War Parts	5.00
Edna W. Cole	Wiring	5.00
Thomas Major	Cutting & Sewing	10.00
Melford Bryant	Aircraft	10.00
Elizabeth Chalmers	Garnish Moulding	5.00
Lionel Barks	Material Handling	5.00
Donald N. MacDonald	Sheet Metal	5.00
Donald N. MacDonald	Sheet Metal	10.00
John C. Kemp	Material Handling	5.00
Stewart E. Tutton	Sheet Metal Prime	5.00
Allen C. Shank	Parts & Service	5.00
Hazel L. Lander	Aircraft	5.00
Fred Habberfield	Millroom	5.00
Sydney G. Barnes	Sheet Metal	6.25
*G. Topham	Sheet Metal	2.25
*B. Strawbridge	Sheet Metal	2.25
*L. Bone	Sheet Metal	2.25
*F. Churchill	Sheet Metal	2.25
*F. Piper	Sheet Metal	2.25
Sydney G. Barnes	Sheet Metal	33.75
*G. Topham	Sheet Metal	6.75
*B. Strawbridge	Sheet Metal	6.75
*L. Bone	Sheet Metal	6.75
*F. Churchill	Sheet Metal	6.75
*F. Piper	Sheet Metal	6.75
Joseph Gibson	N.P. Toolroom	58.50
Robert W. Mills	Shipping	5.00
F. J. Ostrowski	Aircraft	10.00
F. J. Ostrowski	Aircraft	10.00
Lorne M. Johnson	Sheet Metal Prime	15.00
John W. E. Matthews	Radiator	10.00
Stanley E. Blair	Shipping	15.00
Frederick H. Perry	Material Handling	10.00
Lloyd Stephenson	Shipping	10.00
Morley G. Blow	Maintenance	10.00
G. Cheesman	Tank Assembly	5.00
Max Rockert	Aircraft	$5.00
Lionel Barks	Material Handling	5.00
Lionel Barks	Material Handling	5.00
Marguerite Grills	Aircraft	5.00
Melbourne R. Pollard	Aircraft	5.00
P. J. McAdam	Aircraft	10.00
Paul Keetch	Truck & Commercial	24.00
G. Cheesman	Material Handling	5.00
Robert R. Heaslip	Millroom	15.00
Oliver H. Watson	C.P. Inspection	5.00
Don Arnold	Sheet Metal	5.00
Don Arnold	Sheet Metal	25.00

*Employees whose names are prefixed with an asterisk (*) did not make the suggestion indicated but they received awards because savings were effected on their operations as a direct result of suggestion accepted.

Specially Trained To Assist Army In Keeping Them Rolling

LEFT TO RIGHT: Roy Tutt, who returns to England for the second time since war began; Graham Snelgrove goes to Italy; Roy Stephens, manager of Service Engineering, pointing out various places on the earth's surface where General Motors technical experts are already located; Ed. Higgins goes to Italy; Arnold Warren to Italy; and Ernie Pawsey goes to Egypt.

A new contingent of General Motors parts and service experts left for various overseas posts last month. This brings the total number of GM technical experts overseas up to more than twenty, who are serving in England, Italy, the Near East, Australia and India.

As in the case of their predecessors, the new men have all had years of experience to equip them with the vital job of keeping Canadian transport rolling on world battle fronts.

Roy Tutt with over a dozen years' experience in parts and service work, returns to England for the second time since war began. Roy was on leave with the Department of Munitions and Supply and served in England during the blitz of 1940. Since then he has been working for the Department of Munitions and Supply in Ottawa. He returns to England with General Motors as a special parts technician.

Three men are slated to serve on the Italian front. Ed. Higgins, former Parts Manager for the Truck Branch, Toronto, who served as a GM parts expert on the Alcan Highway and as a parts expediter at Oshawa. Ed. goes to Italy as an expert on parts.

Graham Snelgrove, whose father was a GM dealer in Strathroy, Ontario, was Service Manager at the GM Windsor Branch before joining the staff at Oshawa in 1942. His training in the Service Promotion and Service Engineering departments at Oshawa rounds out an experience which will serve him in good stead as a service engineer in Italy.

Arnold R. Warren goes to Italy as a service engineer assigned to engine reconditioning work. Arnold is a relative newcomer to General Motors, who has several years background in the garage and service business.

E. J. (Ernie) Pawsey, former service manager for A. D. Gorrie, GM dealer in Toronto, goes to the Near East as parts and service expert. Ernie joined the Canadian Army early in the war and was mustered out as the result of an injury last year. Since then he has been taking a special course at Oshawa and working in the service engineering department. A veteran of the last war, Ernie served with the Imperial Army in the Near East. He returns to a familiar scene of operations at Cairo.

GOES TO NEW POST

Announcement comes from Detroit of the appointment of John E. Johnson,

J. E. JOHNSON

who has been Director of Training Service in the General Motors War Products Department, to become head of the Detroit Public Relations office, reporting to Paul Garrett, Vice-President in charge of Public Relations.

Mr. Johnson is well known to Canada as a result of the three years he spent here in the capacity of Director of Sales, General Motors of Canada, Limited. He came here in July, 1939, and prior to that had been connected with the Chevrolet Division in various capacities.

NEWS ABOUT SERVICE MEN

Roger R. Allchin, formerly in the Purchasing Department has just qualified for his silver paratrooper's wings at Camp Shilo, Manitoba.

Canadian Chevvies Serve Khyber Pass Military Bus Route

Ability To "Take It" And General Reliability The Reason

Back in Canada after overseas GM service attached to the Southern India Command Army, Walker Mitchell, Service Engineer, tells a fascinating tale of everyday life in that land of teeming millions, suffocating heat and intrigue.

Travel in wartime is a grim business of roundabout routes, blackouts, convoys and possible sudden termination. For instance, Walker Mitchell has actually gone around the globe in order to reach India and return to his homeland. Starting out from Philadelphia by ship to the Azores and Lisbon, Portugal, it was necessary to fly to Eire and London thence to Eire to Lisbon again before an air passage to Bathurst, Gambia, could be arranged. Again by air to Lagos and Stanleyville, Belgian Congo, and after a brief wait to Khartoum, Egyptian Sudan; Wadi, Haifa and Cairo. Here a day's meeting with George Jarvis, Eric Thompson and Jack Leigh broke the passage which continued to Basrah, Iraq, Bahrien, a British island in the Persian Gulf; Karachi and finally Bombay, India.

Two More Arrivals

"My arrival in Bombay on August 1, 1943, coincided with that of Bill Waffle and Marnie Black via the India airline owned by the colossol TATA organizations," he said. "My headquarters were at the General Motors India offices in Bombay with field trips in South India territories."

"The shops employ upwards of 3000 men," Walker Mitchell tells, "but how they do any work at all on military or civilian transport is astounding. Heat, terrific monsoon rains and chronic labour absenteeism retard work to an unbelievable degree. While the average employee is anxious to learn, the language difficulty presents a problem. In one group of five men, each speaks a different tongue although one will have a bit of English. So, instructors have to wait after an explanation until the men have translated his words, one to the other. Time is consumed; time which to them is of no value".

Handy with Feet

"Their ability to handle mechanical repairs is high if the lesson is thoroughly grasped; for example, while fixing a carburetor the Indian will squat on the ground or bench top, grip the bowl between his feet and then tear down the job for repair. As a matter of fact these men can pick up and throw small objects with their feet while seated and they play football barefoot—kicking with the toes clenched."

"The chief difficulties found in the operation of GM vehicles are caused invariably by lack of proper maintenance, inexperienced drivers, poor grade fuels and above all, sand and dirt. Our vehicles do not fail due to manufacturing defects.

"One of the most rugged regular bus routes —that running from Peshawar to the Khyber Pass—is served exclusively by Chevrolet busses due to their ability to 'take it' and overall reliability."

IN WAR MUSEUM. This model of a Chevrolet 8445 wireless truck, built to a scale of 1:8 and remarkably accurate in detail is the first of a series to be presented by General Motors of Canada for a prominent place in the Canadian War Museum.

CANADIAN "MOSSIES" FAST AND FINE TO HANDLE

★ **THEY FLY MOSQUITOES.** Among the R.A.F. and R.C.A.F. pilots who count the Canadian-built Mosquito the best aircraft in the world are the aces shown above. **(TOP LEFT)** F/L Vernon Williams, Hamilton, Ontario and P/O R. B. Schultz, D.F.C., of Bashar, Alberta, who were observer and pilot respectively of a night fighter squadron which has destroyed at least twenty enemy aircraft which is credited with five of the squadron's total. **(TOP CENTRE)** W/C George Elms of Whitby, Ontario, commander of this squadron and regarded as a leader against Luftwaffe raiders. **(TOP RIGHT)** F/L G. Frederick of Lindsay, Ontario, who as pilot of the "City of Edmonton" intruder squadron has recently become famous. A party to celebrate the destruction of one hundred enemy aircraft had to be postponed for a week when Frederick went missing, but was later picked up in his dinghy after eight hours in the Channel. **(LOWER LEFT)** W/C Elms is greeted by Her Majesty when she visited his Mosquito squadron. At left Group Captain Paul Davoud, D.F.C., and on the Queen's left Acting Air Marshall Wilfred Curtis of Toronto. **(LOWER RIGHT)** His Majesty the King chats with Group Captain Ernie McNab, D.F.C., of Regina and Wing Commander Elms. ★

RAF FLYERS ASKING FOR MOSQUITOES

WITH THE R.C.A.F. OVERSEAS—The Canadian-built Mosquito is as good an aircraft as its counter type produced in the United Kingdom, and you have the word of the men who know—pilots who fly both on operations.

At one R.A.F. squadron they are so enthusiastic about the Canadian machines that they have asked to be completely equipped with them, and they expect to have them within the next few weeks.

This R.A.F. squadron, commanded by W/C G. H. Wormersley, D.S.O., D.F.C., of Forres, Morayshire, Scotland, is one of the units under the direction of Sir Arthur (Bomber) Harris, which have been carrying on the systematic and unceasing attack on Germany's war production and communications. And when you read in your newspaper that "Mosquitoes bombed Berlin" it is quite possible, even likely, that the attackers have included Canadian-built aircraft from this squadron.

"They are fast and fine to handle," said W/C Womersley, who flies one of the Canadian-built aircraft himself, and is enthusiastic about it. Similar views are held by other pilots who fly the Canadian-built craft.

The first Canadian-built Mosquito on operation from the U.K. was flown by a Canadian in the R.A.F., F/L G. W. Salter of North Battleford, Sask. He flew KB161 and he did well over 200 hours on it before it was laid up by a landing mishap in the hands of another pilot. His first and second trips were to Berlin. Since then he has been back to Berlin and to such targets as Munich, Hanover, Hamburg, Osnabruck and virtually all the well-known targets in the much-bombed Ruhr.

F/O C. S. Richards of Hayes, Kent, Eng., is another pilot who thinks the Canadian Mosquito is "tops". He has been flying one over a considerable period and like F/L Salter, is enthusiastic about their performance.

Holds Record

S/L Charles (Last Trip) Scherf, D.F.C. and bar, an Australian, holds the scoring record for the squadron with 14½ enemy aircraft destroyed in the air, and this does not include a good many others attacked on the ground. He has become known as "Last Trip" Scherf because on two occasions after he had completed his tour of operations he returned to visit the aquadron and wangled himself another trip. On one of these he destroyed five enemy aircraft and on the other he got a pair. On the most recent occasion, after getting five enemy machines, his aircraft was severely damaged by flak and by running into a flock of birds. But the Mosquito brought him and his navigator, F/L Colin Finlayson, D.F.C., of Victoria, B.C. home.

On another recent occasion Scherf, accompanied by F/O W. Stewart of Toronto as his navigator and in company with another Mosquito piloted by F/O Johnny Caine, D.F.C., of Edmonton, with P/O Earl Boal, D.F.C., of Regina as navigator, destroyed two enemy planes in the air and left nine burning on the ground.

Another high-scoring member of this squadron is S/L R. Kipp of Kamloops, B.C., a flight commander who has to his credit 10 enemy aircraft officially destroyed. Early in May he and his navigator, F/O Huletsky of Montreal, marked up a score of four destroyed on one operation.

Another R.C.A.F. Mosquito squadron which has been making a name for itself is a night-fighter squadron commanded by W/C R. C. (Moose) Fumerton, D.F.C., and bar, of Fort Coulonge, Que., which has a score of 27 enemy raiders knocked out of the sky over Britain or the surrounding waters. The squadron is "hot" these days as is shown by a recent operation in which they destroyed four of a total of 14 enemy raiders which were knocked down in one night.

That is the pilot's side of the picture, but what do the technical and engineering officers think of them? The answer is that they are equally "sold" on the Canadian-built aircraft.

Engineers Agree

"They are no more trouble than the English type" said S/L A. G. Logan, chief technical officer of the squadron, and this was the opinion too of his deputy, F/L P. J. Mumford and of the engineering officer of the squadron, F/L F. J. Day. There was some little trouble with the electrical equipment with the first one or two received by the squadron but these difficulties have been ironed out. The only complaint the technical and engineering officers had to make was the difficulty of getting spare parts, and this difficulty had been overcome to a certain extent by liaison with their opposite numbers at a nearby U.S. airfield. It is by way of being a reciprocal lease-lend arrangement with the R.A.F. squadron supplying the U.S. station with some spares that they require.

The versatility of the Mosquito is shown by the wide variety of the work on which they are engaged. In addition to carrying bombs up to 4,000-pounders, they are engaged in night-fighter operations whenever the enemy ventures to send a small force over this country; they range over enemy territory night after night in intruder operations; they do important photographic reconnaissance work. In point of fact they do practically a very important job that a military aircraft should do—and do it a little better. There are no Canadian Mosquito bomber squadrons, but there are R.C.A.F. squadrons doing all the other jobs of work, and so well are they doing them that they are helping to boost the stock of the R.C.A.F. ever higher and higher among the air forces of the United Nations.

Score On Luftwaffe

R.C.A.F. night fighter squadrons have made a name for themselves among the units which have been taking a heavy toll of the Luftwaffe raiders which in recent months have caused damage and casualties in Britain but which have had as their primary purpose providing propaganda for home morale purposes.

One of these squadrons now commanded by W/C G. A. Hiltz of Milltown, N.B., and formerly under W/C George Elms of Whitby, Ontario, has flown hundreds of hours defending London and southern England against German night raiders. They have chalked up a total of 19 enemy aircraft destroyed. The high-scoring night fighter team of the squadron is composed of P/O R. B. Shultz, D.F.C. of Bashaw, Alta., and his observer F/L V. A Williams, D.F.C. of Hamilton, Ont., who are credited with five of the squadron's total.

These two received their D.F.C's. following an engagement with enemy raiders on the night of December 10 last when they knocked down three of the attackers.

The most famous R.C.A.F. Mosquito unit is the "City of Edmonton" Intruder squadron which in a few months had destroyed 87 aircraft in the air and damaged many more on the ground. This squadron a short time ago held a squadron party to celebrate their 100th. victim. The party was delayed with the result that the figure was well over the 100 mark when they got around to holding the celebration. It had been planned to hold it about a week before it actually took place but then the commanding officer, W/C A. Barker of Todmorden, England, went missing on an operation. But 18 hours later he and his navigator, F/L G. Frederick of Lindsay, Ont., were picked up in their dinghy in the English Channel and returned to the squadron to add real zest to the party.

NEWS FROM GM MEN IN THE ARMED FORCES

PARATROOPER KEN BRISBOIS

Tells How It Feels To Drop From Sky In D-Day Spearhead

Paratroopers Fought For Days Awaiting Arrival Of Army

The thrill of dropping from the sky behind enemy lines hours before the invasion; the excitement of getting fellow paratroopers together into an operational squad; and the perils of conducting a small scale but highly dangerous war against Jerry with no relief in sight, are dramatically described by Ken Brisbois, First Canadian Battalion, in a letter he writes from hospital to friends in the Material Control Department. Hit in the head, arm and back by enemy shrapnel, Ken contrived one of the most interesting letters ever received from a GM man overseas. For one thing, it describes in detail the recent invasion tactics. In addition, it gives a fine picture of the way the Canadian wounded are being treated in England. There was a visit from the Queen for instance. Also, Ken was chosen one day to present a bouquet of roses to the Duchess of Kent on behalf of the British Red Cross.

"We dropped at 12.30 in the morning" he writes, "three miles inland, around Weriville. I made the jump okay—just knocked unconscious for a few minutes. One of the lads helped me and we began our adventures into the wilds of France. We took a farm house over and found out from the man where we were. In the morning we found battalion HQ after a little Jerry trouble. I got hit that following Saturday, but during my stay there I think I accounted for a good score. Later I found that our fellows fought for eleven days before relief came."

Talks to Queen

Ken writes from the 11th Canadian General Hospital which occupies the house on Lady Astor's estate. Her Majesty the Queen was an early visitor and conversed briefly with Ken. A few days later Ken went to a nearby town to present a bouquet to the Duchess of Kent who was on a tour of inspection. "So we had a little chat", he writes "and I found my picture had been taken and about four Joes from newspapers were asking me what the Duchess had to say".

Continuing his story about invasion adventures Ken said that when the paratroopers got together they proceeded to their objectives which were gun emplacements, bridges and towns. The first task was to capture houses at a crossroads. "It was really tough. We took it very gently and got within ten yards of the first house. At a signal from our officer we all went to town. Grenades played a good part and we even threw smoke bombs in our assault. We lost a few fellows but the game was 100%. We captured 150 prisoners and had the crossroads covered.

"I had my telescope on my rifle and the range was good and they were easy picking.

That was Tuesday. The jerries tried to get us that night. I though it would come to bayonets, but we had a 2-inch mortar and really raised hell. I guess the jerries thought the place was well fortified. Forty British Commandos joined us next day and when the jerries came on again the fight continued all day, all night and all the next day.

Relief Delayed

"The army was two miles away, trying to get through but held up by a wrecked 70-foot bridge. We knew it would take a couple of days to get it repaired. Our food ration was gone. We carried two 24-hour rations with us but it didn't last long. Well, the army didn't show up but some of our heavy mortars got through on Friday and they told us all hell broke out at the bridge and it would take time to get tanks through.

"Well, on Saturday their mortars found our range. During a spell of this we had to keep our heads down and the enemy advanced. It was during a quick glance at the enemy's approach that I got it. The artillery shell exploded right behind me. I should have kept my helmet for a souvenir. I couldn't have worn it any more but it would have looked good on a shelf. The medical lads had me stripped and on a stretcher within minutes. In the morning I was in a barge heading for a boat. Ten hours later I was in a harbor in England."

GM Winner Of Military Cross Home From Italian Front Action

Captain Len Knowles Twice Wounded Fought Way Through Heavy Barrage To Isolated Units

A GM soldier who was decorated for gallant action in Italy came home from the wars recently. He is Captain Leonard Knowles, M.C., who left the Body Tool Room to join the army and went overseas with the Ontario Tank Regiment in June, 1941.

Len Knowles was one of the youngest men in the Canadian army to receive his captaincy. He saw service in Sicily and Italy, and was twice wounded in action. Early in the Italian campaign the Captain received his decoration. Although wounded in this action, he returned to the lines after a brief convalescence and later suffered the loss of his left eye by a sniper's bullet. Len is spending some time under observation at a military hospital in Toronto before he takes up further duties with the army.

The citation for which the Captain was given his Military Cross reads as follows: "Following a heavy counter-attack by the enemy during December 16, 1943, on an isolated force of tanks and infantry which were holding a vital position on the Ortona-Orsogna laterial road, stocks of ammunition, petrol and supplies were nearly exhausted. When it was found impossible to get forward fresh supplies by carriers or mules because of the intense enemy fire and muddy ground, Captain Knowles organized a supply column of six tanks, filling the co-driver's compartments with the needed supplies. Under intense artillery fire, the tanks successfully fought their way to the position with vital supplies and then remained to augment the defence of this key

CAPT. LEONARD KNOWLES

defensive position. By his initiative and conspicuous gallantry, this officer was instrumental in getting forward the necessary supplies which enabled the tanks and infantry to continue to withstand and eventually to overcome continued fierce enemy resistance".

GM Honour Roll Men In The News

Lieut. Jack Sherriff, drove his tank through a brick wall to smash German fortifications near Lake Trassimino in Italy. As a result 32 prisoners were rounded up and 30 Germans killed, and the conduct of the whole Ontario Tank Regiment came in for commendation from 8th Army Headquarters. It made interesting news for the Nickel Plating Department, where Jack formerly worked.

* * *

C.P.O. Howard Sager, formerly employed in the patterm shop at Oshawa, is a member of the H.M.C.S. Haida which was featured in the news as taking part in the invasion. His ship was credited with destroying a German destroyer and driving another destroyer ashore in flames.

* * *

Pte. Jack Stacey made the news despatches of July 10, when he was mentioned with others as being among the first Canadian troops to fight their way into Caen against snipers and machine gun pockets.

IN THE NAVY IS CHARLES A. DAFOE (centre) of the Plant Protection Force at the Walkerville Engine Plant. He left recently to join the R.C.N.V.R. Charlie is seen accepting a presentation from his fellow employees with Alex Cleghorn (left) and Arthur Pritchard (right).

KILLED IN ACTION

Pte. William Woodhouse of the North Plant Paint Shop, who was listed as missing in action on the 5th day after the invasion of France, is now presumed to have been killed in action. Pte. Woodhouse enlisted at Toronto on June 6, 1942, and went overseas in August of last year. He was a member of his Departmental Hockey Team and played in two bands in the city, the Sea Cadet Corps, and the 11th Reserve Tank Battalion Bugle Band.

Bombadier Ingwald Osmond, Garage Foreman in the GM dealership at Corner Brook, Newfoundland, who joined the 1st Survey Regiment, R.C.A., early in the war.

MISSING IN ACTION

A/Corporal Douglas G. Howie, formerly of the Radiator Department, Oshawa, in Italy, early in July.

Pte. Alfred P. Coulter, welder at Oshawa, who enlisted at Picton, Ontario, early in the war.

Flight Sergeant Archie E. Clark, employee of North Bay dealer, serving with the R.C.A.F. Overseas.

Sergeant Derrick Ivor Jennings, R.C.A.F., another North Bay dealer employee who joined the air force, listed missing in action in recent despatches.

WOUNDED IN ACTION

LAC. Wilfred Jacklin, Oshawa employee, seriously wounded at Jarvis, Ont., now convalescing at Christie Street Hospital.

Lieut. Jack Sherriff, of the Nickel Plating Dept. in Italy.

Lance Corporal Noel Cantin, McCreary Manitoba dealer employee, in invasion action.

Trooper Steve Remego, who worked in the Shipping Department, Oshawa.

PRISONER OF WAR

Warrant Officer Gordon R. Buchanan who left Central Receiving, Oshawa, to join the R.C.A.F.

Pte. Morley H. Keeling, No. 4 Can. Gen. Hospital, C.A.O., formerly at Regina Industries: "I would like to give my regards to the boys and girls I used to work with and tell them to keep the ball rolling, as we are sure going to need all the machines over here. I have seen many GM products over here and the Chev. trucks and ambulances we use are tops with everybody. The crops are coming along fine and the English scenery is beautiful. Swimming is our favourite diversion. The people are friendly and jolly and I am quite sure that the boys are really paying back the Germans for all the things they did here.

* * *

Lieut. Bob Johnson, C.A.C. Camp Borden, formerly with Parts Dept., Oshawa: "I'm an M.T. officer in charge of 300 odd trucks. The Chevvies give us the least trouble and really is a shigger for tough work. Yours truly is being married on June 17 to Miss Gladys Orange of Brockville. In a few short weeks my training here will be completed."

* * *

Pte. Frank Latta, C.A O., Rods & Tubing, North Plant: "Sure glad to hear that Oshawa Generals won the Memorial Cup. Would like to have seen a couple of the games. I bet it's nice weather you are getting now. I remember I used to start swimming at this time of the year. I hope everything is going well at the plant." Pte. Latta adds his thanks for the cigarettes received.

* * *

LAC Tommy Rouffer, Overseas, formerly Inspection Department, Walkerville Engine Plant: "Everything is fine—the weather is marvellous and believe it or not we haven't had rain for two weeks. I'm at one of the most beautiful spots in England and really enjoying myself. I shall always remember the beautiful towns, with their winding streets and row upon row of houses, identical in every way, and every one a picture in itself. I haven't started work yet—have been taking it easy until my turn comes and that will be very soon now. I'm quite fortunate in having lads with me whom I've known for a number of years back home in Windsor. They too are photographers with the R.A.F. Give Ed Milligan and the rest of the lads at GM my regards and have them drop me a line, for it's nice to hear from the folks back home. Keep up the good work."

* * *

Ronald Spinks, H.M.C.S. "Naden" formerly North Plant Drafting Room: "This is the second time I have been in hospital since the 17th of May, but the weather is grand and there is quite a bit of entertainment . . . There are many GM vehicles out here . . . Please forward this letter to War-Craftsman and Front Line. Would be glad to receive any news from the old gang in the plant."

* * *

Cfn. T. A. Tyman, Cen. Med. Forces, formerly Inspection Dept. Walkerville Engine

(*Continued on page 10, col. 4*)

ADDITIONS TO GM HONOUR ROLL

OSHAWA

Donald E. Batten, Basil J. Boisvert, Jack Broadbent, William F. Clark, James H. Drummond, John J. Flynn, Maurice J. King, Alexander Kidd, Wilfred R. Knox, Gordon P. Lofthouse, Robert T. Love, Murray A. MacPherson, Cyril H. Robinson, Wilson E. Stauffer, Bruce B. Stuart, Jos. T. William.

REGINA

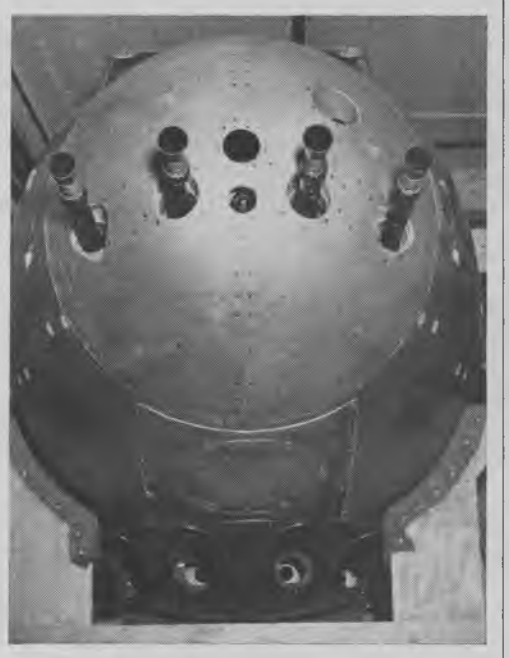
Lewis Edward Reid.

WALKERVILLE

John I. Dilamarter, William John Glanville.

DEALERS

Albert Alfred Korzinsky, Carter Latter Motors, Ltd., Winnipeg; Vincent J. Marsonet, Fort William; Francis Harold Leitch, Beiseker, Alberta; Rubin Riefsnyder, Beiseker, Alberta; William Urton, Duck Lake, Sask.; Jack M. Urton, Duck Lake, Sask.



THE BUSINESS END OF A MOSQUITO with Browning guns mounted, just before leaving the assembly line of General Motors Aircraft Division. The metal nose gives it a vastly different appearance from the bombers which preceded it. The apertures below are for the four Hispano 20 mm. cannon, which with the machine guns make up the fire power of the fightei. Typical of the job's performed by the fighter plane was a recent exploit on a German airfield near the Swiss border, where Canadians flew a pair of Mosquitoes to the attack. They destroyed three German aircraft in the air, left four blazing on the ground and riddled thirteen more with cannon fire.

VIC CUTTING AND GORDON FARNDALE (upper right) make final adjustments to the canopy of a Mosquito fighter. Guns were mounted to test the brackets but were removed before the fuselage went to deHaviland for final assembly.

Lava From Vesuvius Among The Souvenirs From Italian Front

Interesting and novel trophies of war from strange lands trickle into Mrs. Peter Chryk's home, sent to her by her soldier husband. The strangest received to date though, is an envelope containing ashes and pulverized lava from Mount Vesuvius.

Pte. Chryk, a welder at GM before his enlistment in 1941 has seen service in the Italian campaign, and is now attached to the Royal Electrical and Mechanical Engineers, nicknamed the "Remis."

In addition to the dust from Vesuvius, a variety of coins have been sent—Italian, German, French, Norwegian, Arabic, Turkish, Jewish, Republic of Panama and one from the Grand Duchy of Luxembourg. A very elegant Italian medal is included in the collection, also German and Italian regimental badges and "pips" from officers' tunics. Besides these souvenirs of war, Pete has sent his wife some very beautiful pieces of jewelry and various ornaments, wrought in the exquisite Italian style.

AN INTERESTING PLAQUE sent home from Italy by Cpl. Howard Vann, of the Prince Edward and Hastings Regiment, formerly in Rods and Tubing in the North Plant. It was fashioned by an Italian craftsman from wood and aluminum taken from a downed German plane. Cpl. Vann has sent home many other souvenirs picked up here and there in the course of his travels with the Canadian army.

P/O PEARSON ANDREW and his friend P/O Peter Hines stroll down a street in Llandudno, Wales. "Pearse" is a well known employee of the Sales Department at Oshawa and since his arrival overseas was first stationed in a manor house near Manchester then moved to North Wales. Since then he has been stationed at still another O.T.U. unit. He just lately became the member of a crew for operational duty. He "did" London in two days during one of his leaves.

Newest Allison Engine World's Most Powerful

24 Cylinder Liquid-Cooled Job Rated at Approx. 3000 H.P.

The most powerful aircraft engine in the world, with maximum ratings approximating 3,000 horsepower which will increase the engine power of many single-engine aerial fighters by several hundreds of horsepower, now is at the service of the U.S. Army Air Forces. The engine is being produced at Allison Division, Indianapolis.

The new Allison is a 24-cylinder, liquid-cooled engine with exactly twice the piston displacement of the present standard Allison 12-cylinder engine which powers such famed American fighting planes as the Lockheed Lightning, the Mustang P-51, the Invader A-36, and Aircobra and the Warhawk. The 24-cylinder engine, when it underwent tests at Wright Field last summer, was rated the most powerful ever to achieve a final O.K. The horsepower has been increased since then.

Ninety-seven per cent of the piece parts are interchangeable with parts of the present Allison engine, which means that spares and replacements already are available in air force depots of the United Nations all over the world. Also, no additional training will be required for men on the fighting fronts who service Allison-powered planes.

The new engine has the overall design of a "W" formed by four banks of six cylinders each, as compared to the "V" shape of the smaller Allison.

R.I.L. MAKES NEW SECRET PROJECTILE

In another month or so the plant of Regina Industries, Limited, will be engaged in a new type of war work. Announcement was made recently that a contract had been awarded for a secret projectile, which will entail a good deal of rearrangement in machinery and employment for some 200 people more than would have been possible otherwise.

It is expected that the arrangements will be completed in the month of August and the new product will be coming off the lines shortly afterwards. This brings the number of war products from R.I.L. to quite an imposing figure; starting with Two-pounder anti-tank guns the plant has progressed through a series of assignments including 6-pounders, naval gun mounts, twin mounts and many other minor items.

It is also announced that an increase in the number of Oerlikon Twin Gun-mounts has been approved and this means an extension of effort on the supply of these naval requirements.

In connection with the Oerlikon Gun-mounts for the Navy, the plant had a visit recently from Rear-Admiral B. Sebastian, of the Royal Navy, representing the British Admiralty Technical Mission. He made an inspection of the whole production operation.

Another Invasion Casualty

Wounded in the invasion and writing from a hospital in England, Lance Corporal Noel Cantin writes interestingly to The Front Line. Cantin who was formerly employed by R. L. Harper, dealership in McCreary Manitoba, says of his D-day experiences: "We made a good landing and pushed on but I was knocked out on the fourth day. I was only slightly wounded and fully expect to be back there in a very short while to help finish the job."

Lance Corporal Cantin sends thanks for parcels and cigarettes and says he likes to get the Front Line to keep him up to date. He has a good word for GM equipment he has encountered in the services and expressed the opinion that when there's a better car built General Motors will build it.

An older brother, Flying Officer Clement Cantin was listed as missing in North Africa some time ago.

PROMOTIONS

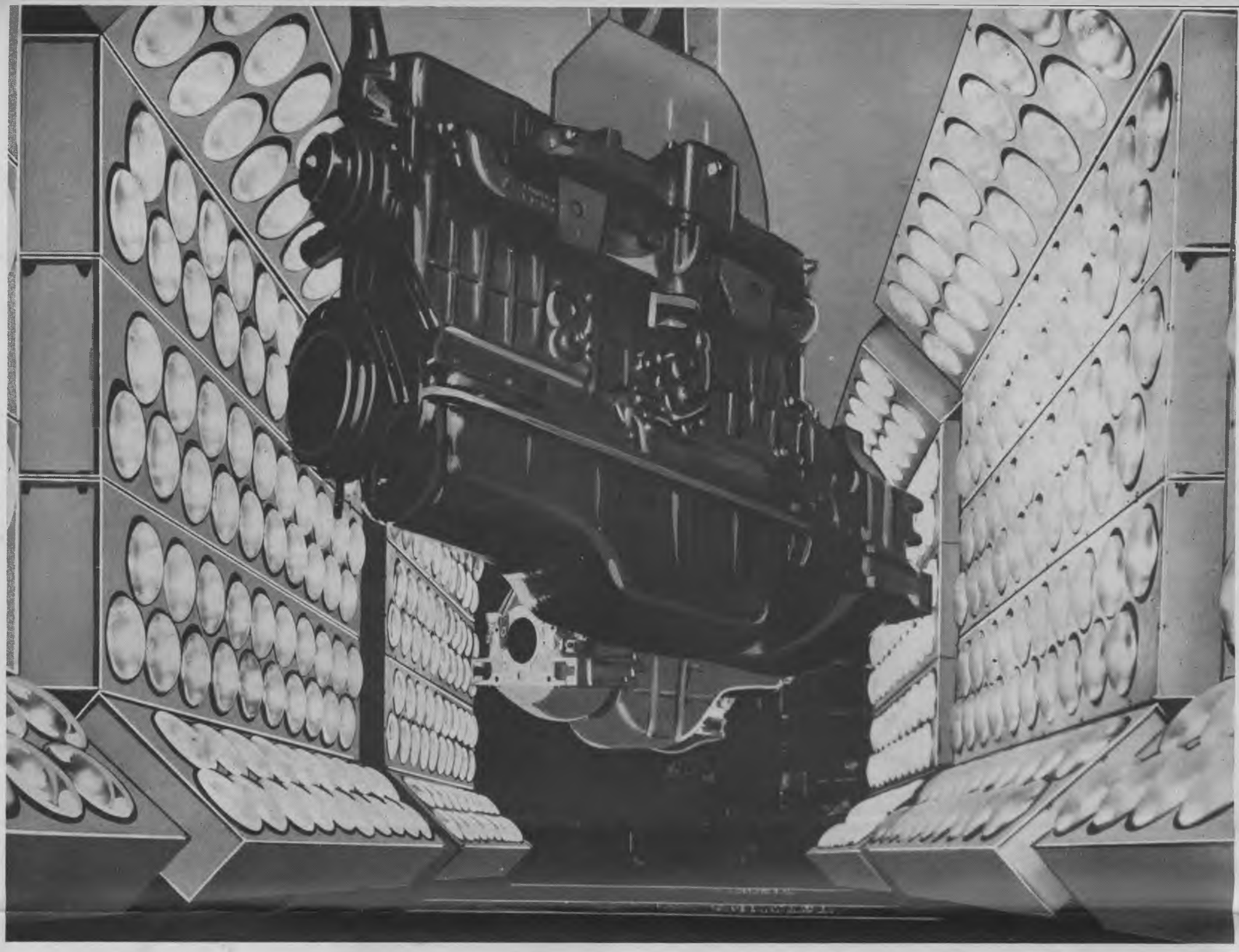
S/L Lloyd Wilson (Sales Division—prior to enlistment) to Senior Administration Office at the S.F.T.S. Centralia.

Lyle W. Menaul, (truck driver at GM Oshawa) to Corporal in the Signals Corps, overseas.

Wm. A. Evans, (Paint "touch-up" Department, North Plant)—to Sergeant overseas.

Victor Ernest Scott, R.C.A.F. (Drafting Dept., Oshawa)—in North Africa; promoted to Instructor with the rank of Warrant Officer after two tours of operations.

Staff-Sergeant Henry H. Price has received the first and second clasps of the Canadian Efficiency Medal. S/Sgt. Price was formerly employed in the Parts & Service Division.

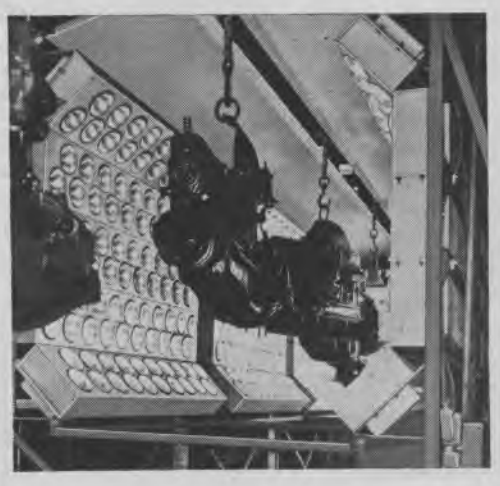


Direct from Spray Booth, Motors are carried by specially designed hangers into this Chamber of Quick-Drying Infra-Red Lamps

INFRA-RED OVENS

Engine Plant Installations Cuts Drying Time of Paint From Hours To Minutes

A MODERN installation of infra-red drying lamps at Walkerville Engine Plant has solved a problem which had been troublesome for some time in the handling of motors after they had received their protective coat of paint. From a former time of several hours the time for drying the finish hard enough to handle has been reduced to about four minutes.



Oven takes three engines at once

Under the old system the finish was invariably marred in removing them from their slings prior to being placed in wood cradles for storage or shipment. This made it necessary to have a workman present with brush and pot of paint to touch up spots on the motor from which the paint had been removed. Also, after being sprayed, paint dripped from the motors and made plant housekeeping difficult by solidifying on the floor under the conveyor.

An infra-red drying oven was placed in the production line and the troubles vanished without cutting down production time and by using very little more valuable space than formerly occupied by the conveyor line itself.

On Overhead Conveyor

The motors, fresh from a modern water curtain spray booth are carried on an overhead chain conveyor by specially designed hangers directly into the infra-red oven. The conveyor moves at a speed of five feet per minute and motors are hung on six foot centres. The infra-red oven is 20 feet in length and is composed of 50 infra-red oven sections, each containing 20, 250-watt drying lamps. Thus, there may be four motors moving through the oven at one time and each motor is subjected to the drying rays for a period of only four minutes, yet on emerging from the drying "tunnel" the paint is quite dry enough to permit handling without damaging the surface at all.

The oven, as described by an industrial heating engineer of Canadian General Electric, is constructed of box-like sections, each a unit in itself, and containing special heat lamps with highly efficient reflecting surfaces sprayed on the inside of the glass. These lamps are held in special heat resisting sockets and are almost entirely enclosed by the box frame of the section, only the "business end" of the lamp protruding from a bright metal reflector sheet which is designed to catch stray infra-red rays and redirect them towards the surfaces to be dried. The sections are mounted on a light angle iron framework and form a tunnel about eight feet wide, five feet high and twenty feet long. The oven is made up of three banks of lights, each containing 200 lamps, 100 on each side of the work. These banks are each six feet long and are mounted with about one foot between them. At the entrance to the oven, there is a sheet metal shield designed to prevent unwanted drafts of cool air from going through the oven and slowing the drying operation. Due to the sectional construction of this drying outfit, if it decomes necessary to dry some piece of work of entirely different size and shape, the whole unit may be disassembled and remade in any one of a myriad of shapes or sizes quickly and at very low cost.

Heat is 200 Degrees

Each individual twenty lamp section is wired for 550 volt operation, cutting down wiring and power costs and making electrical control very simple. Each separate five section bank of lamps is controlled by its own manually operated magnetic switch. This arrangement provides maximum flexibility in the oven at lowest cost.

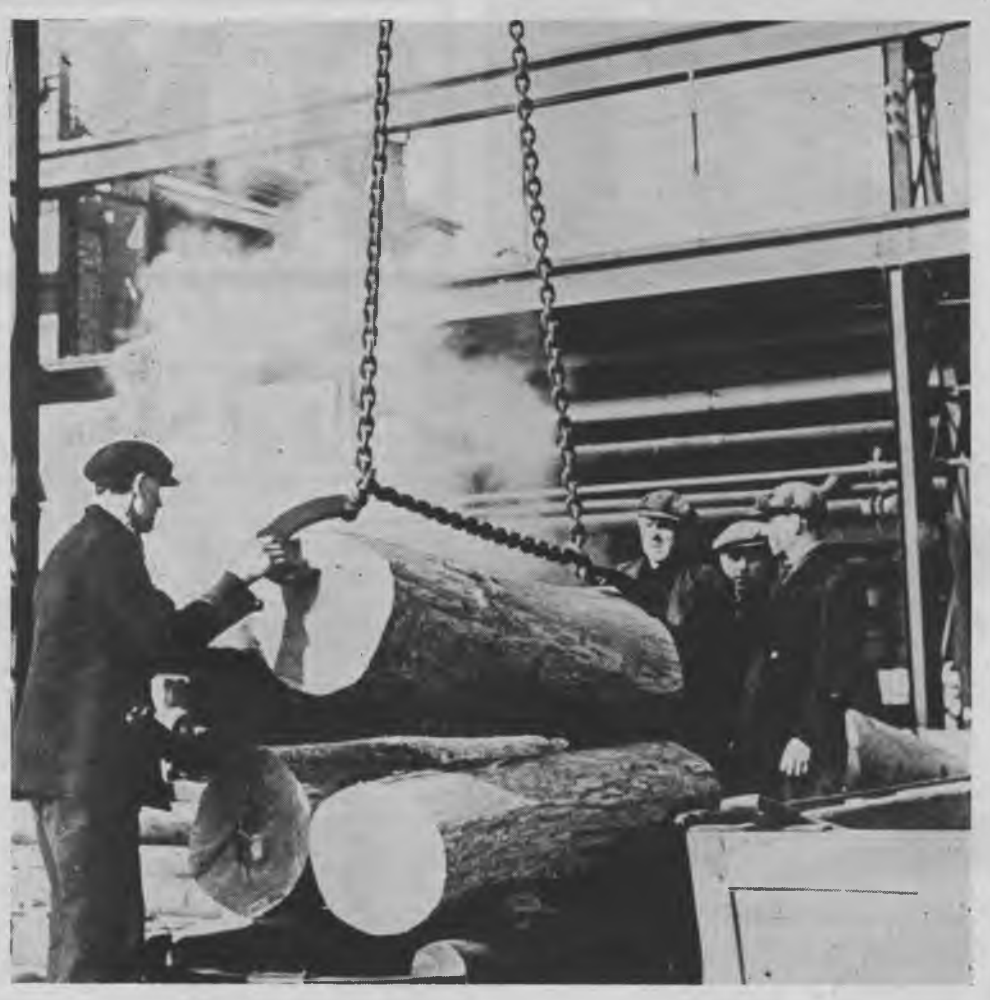
On their way through the oven, the painted surfaces of the motors attain a temperature of over 200 degrees Fahrenheit quickly driving off the volatiles from the paint and leaving a firm, glossy surface. These motors are massive objects, each weighing nearly 600 pounds; hence the great saving results from using radiant energy for drying may be readily seen since it is not necessary to raise the entire mass to drying temperature, as in the conconventional convection oven, but only raise the temperature of the surface on which the actual drying is done. This fact also provides more comfortable working conditions around the conveyor line since each motor has less residual heat after leaving the oven and hence gives up less heat to the surrounding area.

Here, once again infra-red has proven its adaptability to the exacting requirements of wartime production.

Exterior view of Infra-Red Oven Frame

HEARTS OF SPRUCE

Plywood For Canadian Mosquito Is Processed Before Reaching The Fuselage Line



LOGS FOR MOSQUITO CONSTRUCTION leaving the steaming pits before being stripped of their bark. This is the raw material for the world's lightest and fastest plane.

Selection of logs for plywood used in Canadian-made Mosquito bombers is a job of prime importance. Since wood for the lightest and fastest operational warplane must be both strong and light. Sitka spruce, is one of the woods used. This tree is at its best on the British Columbia coast, where it sometimes grows to a diameter of six feet. Timber experts select what is best suited for aircraft, judging it by its strength, weight and by density of the grain. Only the best finds its way to the GM fuselage line at Oshawa, there to become structural members or plywood skins for the bomber's nose.

For the inner and outer skins of the fuselage proper, birch is chosen. The strength and toughness of the birch are ideal for the birch-and-balsa "sandwich" which is the basic construction of the fuselage. The process of building the skins and pressing them together on concrete forms is familiar to most GM folks, but the early processing of the plywood veneers from the log stage to the aircraft line is equally interesting, as the accompanying pictures show.

Once the aircraft is completed, its two Merlin engines, each of 3000 h.p. hurl it through the air at unbelieveable speeds. Its performance then depends not only upon its crew and its engines, but also on the skill and craftsmanship of workers on the fuselage line and on the timber workers who do the first work of all upon the "raw material."

The Mosquito is one of the few aircraft in the world made solely of wood. Far from being a disadvantage this construction gives it an edge over other types. In spite of its lightness it will carry a 4000 pound bomb.

IN A GIANT LATHE the log is fixed while the steamed veneer is cut with a huge knife and then rolled up as it comes off the log. Sheets are very thin.

STACKS OF PLYWOOD, ready for the fuselage assembly. These strips are laid over a concrete mold and form a three-ply skin which is the actual beginning of a fuselage for fighter or bomber.

HANDLING THE HEAVY STUFF

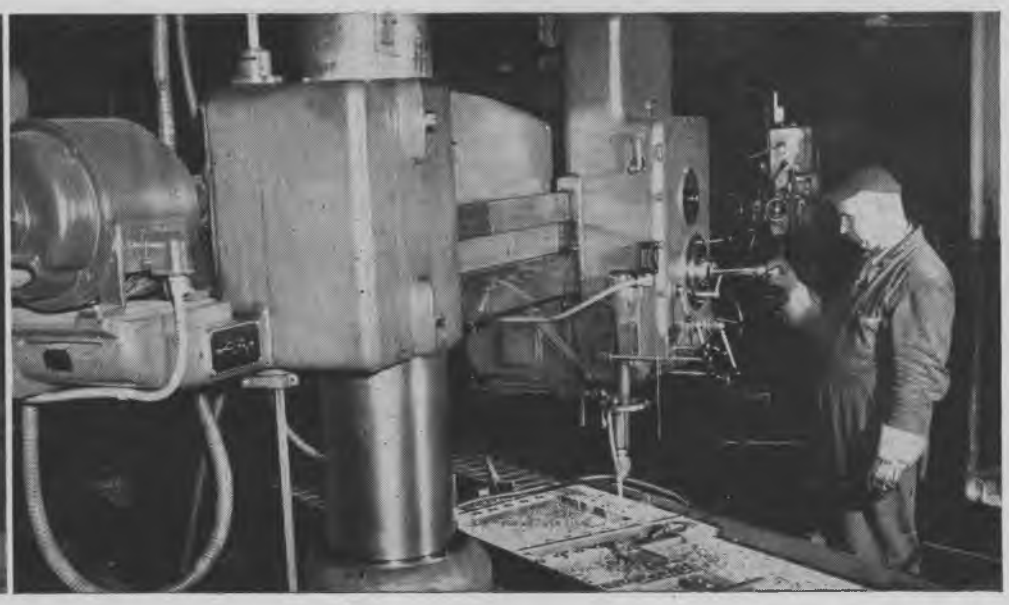
Overdue for recognition but still under a tight-clamped lid of secrecy are the jobs coming off the North Plant tank-hull line. It is many a day since the last of all-welded M-4's was shipped and it may be some time before the new hulls can be pictured or described.

As weapons change, so do methods. GM tank line men, as may be seen from the two examples of machines pictured below, have discovered and applied many ways of speeding up production on new hulls for delivery to the army. The whole operation on the heavy stuff is naturally smoother as a result.

New drill jigs, turn-over and stationary fixtures, added to improved welding methods, all contribute to maintenance of high production.

GM tank men are proud of quality workmanship records. Ballistic tests have turned out favourable on every sample of work so far tested.

UNION MELT MACHINE makes quick work of welding plates (thickness censored). Fred Spraguer operates the huge time-saving machine on the North Plant tank line.



HANDLING HEAVY STUFF is facilitated by many new machines like this drill operated by Walter Wyskocu while it drills holes in the side plate.

War-Craftsman

VOLUME 3 OSHAWA, AUGUST, 1944 NUMBER 8

Published monthly for employees of General Motors of Canada, Limited

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• Editorials •

GET READY, CAFETERIA!

When soldiers dream of the war's end what visions do they conjure up? Apparently it depends on where they are and how hot it is. Take, for instance, this extract from a letter by Pharmacist's Mate Bill Tomlinson, written on a 120° island in the South Pacific: "It will be a great day when we get back and there is much planning of what we will do when it's over. I read in the Front Line where a soldier in England wished for a "block of snow". Out here we wish for the snow but throw in with the snow a blonde, brunette or redhead, holding a platter of thick, tender steaks, lettuce, tomato and green onion salad and a quart of good fresh cold milk to make it worth while dreaming".

Appetizing, we'd say, in any latitude.

THE REAL THING

A fresh eyewitness story is the editor's greatest delight. If all our GM service men had the time and inclination to write letters between battles your editor's life would be a dream. The personal touch always makes a story come alive. It seems real because someone you know was there.

We have a first class sample of an "on the spot" story this month, that would have greatly livened up the treatment of the paratroops' role in the invasion which was featured in the July War-Craftsman. Ken Brisebois of the Production Control Department was there—going through the real thing that we were trying to describe from impersonal front line accounts. Read Ken's own invasion story on page four and you can see what we mean.

YOU IN ACTION

The War-Craftsman publishes accounts of General Motors' products in action whenever suitable stories and pictures can be secured from the world battlefronts. Sometimes national advertising has been saved on performance records of war products built by GM folks. The advertising was done with the thought to keeping the public aware of General Motors' co-operation in our vital war effort which also involves continuous practice in our manufacturing skill. We want Joe Public to remember us when the war is over and our job is dependent on him.

But the War-Craftsman stories have an additional purpose, which we hope has been accomplished in some measure. It is hoped that when folks of General Motors see a picture or read a story about a Mosquito over Berlin, a 6-pounder in Italy, Browning guns in the South Pacific, or GM army vehicles in France or on the Khyber Pass (see story, Page 2) you will be glad to feel that your hand or brain helped to put these vital things where they are needed in the victory of right over brutality.

AT HOME AND ABROAD!

"We're all purty much alike when we git out o' town" as that king of cracker-barrel philosophers, the late Kin Hubbard, once so truly observed. Like the hero in the novels of 20 years ago or more, the real "you" or the hidden gold shows out through the tinsel.

Children are just the same though, except that you realize they are just kids. When they're away they throw things just as they do at home but when away it's just because it's natural for kids to want to throw sticks and stones whereas at home it's a different story. I guess it's really us adults who are different.

"NO, NO, HOIMAN DE GUVERMOINT SPOISIFICKLY STATES DAT DIS GENT SHUD HOLT ON TO DOSE VICTORY BONDS!"

We've been pretty worried about our 2½ year old boy's strenuous objections to parental authority. At the beach, during our vacation, our misgivings about this characteristic melted to some degree. He had gone into the water after his ball and on the way out a foamy wave broke around his little bottom. As soon as he could scramble up to shore he turned around, planted his feet apart and gave them a piece of his mind. With a lusty yell offshore he cried: "Don't do that, waves. Go away. You can't do that to me." Well, if he censors the waves, who are we?

A Summer neighbour's child came into their cottage one morning carrying a pussy cat. There was a scream from the little girl's mother when she saw that the cat was black with a white stripe down its back. The child put the cat down and went after her mummy to find out what the trouble was. Fortunately the back door was open and "pussy" wandered out. What the child didn't know hadn't hurt her. Maybe we worry too much about them.

We're not all like the fellow whose wedding party was celebrating with an old-fashioned dance at the local "fiddle barn" near the beach. But who knows? He and his best man were in their toasted cups and decided that a policeman's hat might add a royal touch to the festivities. The nearest hat of this kind had a policeman under it but that just seemed a miraculous answer to their need anyway. The County Magistrate didn't shed a tear about the groom having to postpone his honeymoon for 30 days. Their means of getting the hat was called "Assaulting an Officer".

There was a road-construction tycoon in shorts who was just one of the boys on the beach. We first met him when the rear wheels of the car got stuck in the sand, the axle resting on a big stone. A novice is licked by such a situation but to him it was just run of the mill.

A group of the boys, including our tycoon were wondering one night why you can't carry the Summer "Out o' town" good-fellowship into business throughout the year. Everybody is going to report on their experiments in this line when our gang gets together again next year.

FARM COMMANDOS WANTED

Farmers in the Oshawa district are desperately in need of help to harvest their crops. Due to the manpower shortage they are making an appeal through a representative Citizen's Committee for help from workers in their spare time. Food will play a big part in winning the war and the peace, according to the men who know. So here's a good way of doing an "extra bit" for the war effort. Registration forms will be supplied to the foremen for those who wish to volunteer a few hours of spare time in the "Food for Victory" Drive.

GEMS OF HUMOR

Reporter: "To what do you attribute your great age?"
Grandpa: "To the fact that I was born so long ago."

* * *

Professor Marks: "Now, Mr. Snaffle, I want you to explain this examination paper. Why do you have all your answers in quotation marks?"
Freshman Snaffle: "Just a bit of courtesy to the man seated on my left, prof."

* * *

A man went to see his doctor about a pain in his back, which had been troubling him since morning. The doctor gave him the once over and in a few seconds the pain vanished.
"That's quick work, Doctor," exclaimed the pleased patient. "Was it rheumatism?"
"No," was the reply. "Your suspenders were twisted."

* *

Two soldiers, on their way for overseas duty, were standing on the deck of a transport.
First Soldier: "Did you ever see so much water in all your life?"
Second Soldier: "You ain't seen nothin' yet. That's just the top of it."

* * *

Boy: "What's wrong? Why the bandage on your eye?"
Girl: "Don't be funny. This is my new hat."

* * *

A Scotsman was stripping the wallpaper from the walls of his house when a friend called to see him.
"Weel' Donald," said the latter, "are you goin' to have a new paper?"
"Na, na," replied Donald, "Ah'm moving."

* * *

"Choir practice was out early last night, wasn't it?"
"Yes."
"What was the trouble?"
"Someone blew an auto horn outside and the male quartet was all that was left."

* * *

A fellow got on the bus with a hundred-pound bomb under his arm and sat down.
"What's that you've got on your lap?" asked the conductor.
"It's a delayed action bomb I'm taking to the police station," came the answer.
"Lumme," said the conductor, "you don't want to carry a thing like that on your lap. Put it under the seat."

* * *

"Mary", said her mother reprovingly, "every time you are naughty, I get another grey hair."
"Gee, Mom, you must have been a terror when you were young—just look at Grama."

* * *

"Now what we gwine to do 'bout dat billy goat in de crate boss?" asked the colored employee at the express office. "He's done et whar he's gwine!"

* * *

My daughter has a boy-friend,
A new one, name of Link,
A stupid little fellow,
A sawed-off sort of gink,
Hasn't any money
Or a car or much at all,
Nor the spunk to go and get it—
Just nothin' on the ball.
Not at all the sort of guy
I'd like my girl to wed,
And when I think of them together
I'd rather she was dead;
'ceptin' just for one thing
Going to like him fine, I think
'Cause he's got a liquor permit
And by gosh—he doesn't take a drink!
Pacific Veneer Vox Pop.

* * *

Plumber (arriving late:) "How have you managed?"
Householder: "Not so badly. While we were waiting for you to arrive, I taught the children to swim."

* * *

She: "It says here, 'Germans driven back into Italy.' "
He: "Well, that's good news."
She: "It's a downright shame. Why don't they make them walk?"

* * *

Small Boy: "I'm not afraid of going to the hospital, Mom. I'll be brave and take my medicine."
Mother: "That's a good boy!"
Small Boy: "—but I ain't going to let them palm off a baby on me like they did on you. I want a pup."

* * *

"A mother has worries that a man knows nothing about."
"How now?"
"I have just learned that my wife has been watching our boy for years to see that he carried his school books under his right arm on Mondays, Wednesdays and Fridays, and under his left arm on Tuesdays and Thursdays. If he did not do this, he might get curvature of the spine."

NEW GUN WINS OFFICIAL PRAISE AT B. C. I.

PAYS FINE TRIBUTE TO MURRAY KIRBY

It was during a traffic jam on the invasion beach while enemy mortar fire was heavy that Sergt. Murray Kirby met instant death, according to a letter from Major A. B. Peene of the 19th Reg't. R.C.A. Major Peene, writing to W. L. Pierson of Production Control where Murray worked, added a sincere tribute: "Sergt. Kirby was our Survey Sergeant and had done exceptionally fine work for us. As a matter of fact, it looked as if he might have received his commission as an officer in the near future. It is indeed to be regretted that such a fine Christian gentleman should come to so untimely an end."

Aircraft Methods Interest Britishers

Technical Mission Praises Job On Mosquito Fuselage

The Aircraft Division at Oshawa had a visit recently from a technical mission, charged by the British and Canadian Governments with investigating manufacturing methods of wooden aircraft. Although the tour, under the guidance of General Motors executives lasted only an hour or so, the visitors saw a great many innovations in the methods which have helped expedite production of warcraft.

Heading the mission was W. Hardy of the Ministry of Aircraft Production, Great Britain, and with him were: Dr. M. G. M. Prior, Royal Aircraft Establishment; E. Reeve Angel, Ministry of Aircraft Production; R. A. G. Knight, Forest Products Research Laboratory; Dr. W. G. Campbell, Forest Products Research Laboratory; J. Latham, Forest Products Research Laboratory, Dr. K. W. Pepper, Chemical Research Laboratory; F. T. Berwell, National Physical Laboratory; Dr. A. J. Stamm, U.S. Forest Products Laboratory; J. L. Giles, British Air Commission, Washington, D.C.

Welding methods in the Nacelle Department attracted the attention of the Britishers. Another point of interest was the 8-ton "boxing fixture" where absolute accuracy in the installation of the tail bulkhead has been achieved by a structural steel framework and a series of tools locally developed. This fixture has saved thousands of hours labour on an operation formerly done by hand.

The leader of the mission complimented executives on the tidiness and general efficiency of the whole fuselage operation.

GM MEN IN THE NEWS

Flying Officer W. R. (Tubby) Fair of Bowmanville, employed on the GM Assembly line at Oshawa before his enlistment, is a member of an R.A.F. Fighter Squadron, which has distinguished itself in Italy recently.

* * *

Sgt. Keith MacGregor has returned to Canada after three years overseas, latterly in Sicily and Italy, where he took part in some vicious fighting. Sgt. MacGregor, a gas welder at GM, enlisted in Stepember, 1939.

Anti-Aircraft Weapon Declared Tops In Quality, Performance

Co-Ordinator Carmichael Passes On Bouquet Received From United Kingdom Inspection

"You have evidently produced a gun of fine quality and exceptional performance. It is a great satisfaction to receive such hearty commendation."

In these words Harry J. Carmichael, Co-ordinator of Production for the Department of Munitions and Supply, passed along to Frank Church, Vice-President and General Manager of Border Cities Industries, the "bouquets" which have just been received from the United Kingdom officials of the Inspection Board about an anti-aircraft now in production at B.C.I.

It is not possible to reveal any details of the inspection tests to which the gun in question was submitted. Nevertheless, the remarks of the authorities have been so laudatory that permission was given to pass along the official praise and to publish the gist of it in the War-Craftsman.

MARY GANGEMI on a punch press at Border Cities Industries.

Mr. Carmichael's information came from Major General G. B. Howard of the Inspection Board of the United Kingdom in Canada and was accompanied by letters received from the Director of Artillery overseas. Maj. Gen. Howard added his congratulations to those of the U.K. authorities.

RUTH MEAGHER operates this multiple drill machine at the B.C.I. plant.

From the Ministry of Supply in old London came a letter in which it was stated that "The results have been most satisfactory and I think you are to be congratulated heartily on the very excellent performance."

The Director of Artillery phrased his note this way: "We should like to congratulate Canada on the first class job they have made, and also the Inspection Authorities for the careful way in which their work has been done to ensure compliance with drawings. It is a very good job of work by all parties concerned."

Censorship still forbids publishing any details about this weapon which B.C.I. has in production. Even the War-Craftsman has not been allowed to publish a story about the process of its manufacture. In the meantime it is a matter of pride on the part of management as well as employees that they have official recognition of another job well done.

Civilian Jobs To Aid War Effort

THESE CIVILIAN TRUCKS are a novelty on Oshawa Assembly line where they squeezed into a full schedule of military vehicles. General Motors is building a number of these Chevrolets in 1944 as part of a moderate total authorized by the Government to head off a shortage.

RAM TANK TRANSMISSION is inspected by Jim Wallace left and Dick McEvers centre, while Tpr. H. J. Frietag explains its operation at Camp Borden.

Camp Borden Trip An Eye Opener For Oshawa Employees

GM Vehicles, Machine Guns, Doing Great Job For Army

The first organized visit by automobile workers to see their war products in action, took R. H. (Dick) McEvers and Jim Wallace to Camp Borden a few weeks ago, and they brought an enthusiastic report home with them. McEvers is a welder in the Aircraft Division and Wallace is a material handler in the North Plant. They joined a party from other automotive plants in the province and were guests for a day of the Wartime Information Board and the military authorities. Their tour of Camp Borden gave them an opportunity to see mechanized equipment and weapons of all kinds—chiefly the products of the motor car industry. The trip was an eye opener to all of them.

As Wallace expressed it on his return to GM at Oshawa: "It really gave us a chance to see what happens to the GM war stuff after we build it. There is no question that the General Motors vehicles are tops. The boys in the army units at Borden told us that they particularly liked our gun tractor and many of the new transport vehicles. They were pleased, too, with the new carry-alls".

Wallace and McEvers kept an eye open for GM war equipment and reported reconnaisance cars in the Camp Borden establishment. They also noticed M-4 tanks, for which the North Plant built a great number of hulls. They had a chance to see the M-4's in action and to fire the Browning .303 machine gun with which they are equipped. These Brownings came from B.C.I.

The Oshawa workers met a great many of the soldiers and had an opportunity to chat with them. The exchange of ideas and opinions was felt to be very much worth while.

They met Sgt. Dan. Matthews and W/O Dave Matthews, both formerly in the West Plant at Oshawa and now training with infantry and tank units.

Of Major General F. F. Worthington, Commander of Camp Borden's mechanized forces, they spoke very highly. Summing up their visit, they said, "It was valuable. We saw a great job being done by a wonderful body of men under a great leader."

Be Wise - Vitamize!

As you victory gardeners hoe up and down the vegetable rows, you're cultivating vitamins and minerals. Beet and turnip tops, for instance, are just popping with Vitamin A and many unwary cooks are throwing them away. Parsley too, is tops in Vitamin A, as is green and yellow vegetables. According to authorities Vitamin C should be eaten daily—contained in salad greens and spinach, etc.

If it's dad's job to keep the garden going, then it's mother's duty to know how to prepare the vegetables to retain all the vitamins and minerals. She should know that raw vegetables are much better than cooked ones; don't pare when you can scrape; don't scrape when you can brush. Paring is a sure way to lose vitamins and a stiff brushing is better, easier and saves time. Whisk vegetables fresh from the garden and prepare them just before cooking. Soaking in water wastes B and C vitamins and minerals. They taste better too, if not soaked—store them in the refrigerator's crisper at once to retain that elusive Vitamin C. Whenever possible, vegetables should be cooked whole, and in the smallest amount of water with a snug lid. Don't throw out the cooking water—use it at the very same meal if possible. Add it to gelatine salads, soups and sauces or to tomato juice for a fancy "health cocktail."

Be wise and vitamize during the summer by consuming large amounts of those foods which contain vitamins and minerals, and build up a reserve supply for the winter month's ahead.

What's Cookin' In India

Never need any fear be felt that GM men in India are running short of nourishing meals. A typical five-meal day begins with "Chota Hazrih" a pre-breakfast, served in bed and consisting of tea, bananas and toast. Breakfast at 8.30 offers Papaya, cantaloupe, watermelon or oranges; fish or fish cakes; yellowish brown bread; butter from water-buffalo milk and coffee which is dark brown and tasteless, known as "sheep-dip." In the Army at 10.00 A.M. very sweet tea is served. Lunch at 1.00 P.M. refreshes with fish, goat meat called "mutton"; excellent potatoes; cabbage, beans, steamed or boiled puddings, tea or coffee. Lest you grow faint before dinner, one has tea and muffins or toast at 5.30 P.M. Then the final meal of a full day, dinner at 8.30 to 11.00 P.M. Here the menu offers soup, meat, potatoes, varied other vegetables, water ice and iced fruit desserts, tea or coffee.

Fortunately servants are plentiful.

Notions About Lotions

If your face is your fortune, it behooves you to take care of it. To a trained eye your skin can reveal many things about you. It can speak of vibrant health, proper food, sufficient rest, habits of cleanliness and grooming and it even gives an inkling of your disposition. If you have a good complexion and want to keep it that way, some effort is required. A thorough cleansing twice a day is very necessary. If your skin is dry, or if you are past thirty, a vigorous creaming once a day helps avoid those fine wrinkles liable to appear around the eyes. In the selection of creams and lotions, choose wisely. Every skin is different. What may be one woman's meat, may be another's poison. There are many different methods of skin cleansing and among them you will find one that is especially suited to you. Remember there is no way to keep the state of your skin from the public consciousness. It is your publicity agent.

"THE DISCONSOLATE DONOR'

I straightened my back like a soldier
(And shuddered as bone creaked on bone)
But they whispered in pity "We told year,
We canna take blood frae a stone."

I yanked up my far-fallen chest line
(Couldn't manage a girdle on loan)
But they muttered in spite of my best line,
"We canna take blood frae a stone."

I braced my limbs that had wilted
(Could they carry the burden alone?)
But the same sad rejected resulted,
"We canna take blood frae a stone."

I brooded o'er what might have got 'em,
Then I saw the true light with a groan,
'Twas my ain mither tongue that had taught
"We canna take blood frae a stone."

Central Aircraft's "Aeronews."

Salute To Volunteers

Recognition is due a certain group of workers at the Blood Donor Cinic in Oshawa—nurses, St. John's Ambulance Corps, women from church organizations, and a host of others. They are the behind-the-scenes workers who voluntarily, day in and day out, appear at the Clinic prepared to assume any task assigned them. In most every case, the worker is a homemaker, and many with pre-school age children. Certain arrangements and plans have to be made beforehand in order that a housewife and mother may find herself free to devote the hours from 8. a.m. until 12.00 noon at the Clinic. Special tribute should be paid Mrs. Hall, who since the Clinic was opened more than two years ago, has faithfully and efficiently taken charge of the kitchen end of things. The coffee, toast and jam, so welcome after a donation, are due to her management. We repeat, this is all voluntary and their unstinting work has contributed tremendously toward making the Oshawa Clinic one of the most successful in all Canada.

GM MAN MARRIED IN ENGLAND

The marriage of Pte. Ross T. H. Aselstine, formerly of the Hardware Assembly Department, in the West Plant at Oshawa, 34th Canadian Corps Troops Coy. C.A.S.C., was quietly solemnized in the presence of a few friends in Surrey, England, on May 22nd. to Miss Joan Apps, eldest daughter of Mr. and Mrs. Sidney Apps, Burston, Surrey, England.

W.O. NO. 1 DONALD MUNROE, R.C.A.F. and Mrs. Munroe, leaving the church after their wedding. Mrs. Munroe is the former Miss Frances Pipes of the Walkerville Accounting.

PTE. AND MRS. JACK R. PERRY, following their wedding which took place on June 3 at the bride's home in Harmony. Mrs. Perry, (formerly Mary Hammond) works in the Purchasing Department at GM head office, and Pte. Perry was employed on the assembly line at GM Oshawa before enlisting.

PTE. AND MRS. JOHN STRANK (formerly Florence Hill) pictured after their wedding which took place in Albert St. United Church at Oshawa, recently. The principals are well known to Regina and Oshawa people. Florence works in Aircraft Inspection; her father George Hill, a foreman in Aircraft Nacelle is a long-time employee of General Motors and was transferred East from Regina Industries in 1943; Pte. Strank was an electrical foreman in Regina Industries before his enlistment.

ARMED FORCES LETTER BOX

(*Continued from page 5*)

Plant: "I've been in Italy seven months and have bounced over a lot of the country and visited some interesting places including Pompeii. My feelings toward the Italian people are a mixture of smypathy, admiration and disgust. I've picked up a little of the language and met a lot of Italians who could speak English. Invariably the English speaking Italians have been to New York and come home on a holiday, although I suspect that Mussolini's bonus had something to do with it. I would like to compliment the pin-up girls in the last issue of "Front Line." My vote goes to Eileen Orr. Our workshop service all types and makes of vehicles, and GM is second to none. The 57 varieties of road in this country are a real test for any vehicle."

* * *

W/O Earl Fenton, R.C.A.F. Overseas, formerly Shipping Dept., Oshawa: "After spending a year in the British Isles, then a short time in North Africa, I finally wound up in Sardinia with my squadron. Life here, when not flying, is dull compared to the round of amusements found in the British Isles. The liquor is on a low par and the girls still on a lower par. Most of our amusement is found in playing soft ball. We Canadians have entered our team in a league with the boys from the U.S.A. and put on some "hot" games. At present we stand first, with four wins and no losses. Your "pin-up" girls in the last "Front Line" are highly satisfactory. The only trouble is they are too far away.

* * *

Sgt. "Rube" Waddell, R.C.A.F. Overseas, formerly in Material Handling, Oshawa: "I see the Generals didn't fool around this year. They really went through taking everything. Things are pretty quiet with me right now, but there's a little excitement once in a while."

* * *

L/Cpl. A. G. Fleming, Cen. Med. Forces, formerly War Services Dept., Oshawa: "It is interesting to read in the "Front Line" the experiences of some of the other boys in the forces, and to learn of the outstanding war effort of the GM employees. I am attached to a mechanical branch of the army and I know that G.M.C. products are standing up. With the supplies we are receiving, this struggle won't last much longer."

* * *

Pte. James M'Ghee, R.C.A.S.C. is back in Canada as a result of a motorcycle accident in which his right foot was very seriously injured and his right leg broken. Pte. McG'Hee was a spot welder in the body door assembly before enlisting in May, 1942.

SMILING under the streamers is Florence Bell, popular member of the Main Office Canteen staff. Florence became Mrs. Van Lith a few days after this photograph was taken and her co-workers "prettied up" the place in her honour. Caught while enjoying their mid-morning pick-me-up are: (standing) Norrine Siddle, Florence, Marg. Elliott, Marjorie Tribble. Seated: Joan Salter, Maddie Neil, Dorothy Dinsmore, Helen Cordick.

R.I.L. People Proud Of Safety Record

Wartime Safety Campaign Receives Outstanding Support

Regina Industries' people are proud of their showing during the GM Folks Wartime Safety Campaign. They point to the completion of 406,513 man hours of war production with only one minor lost-time accident during the 3-months of the campaign as something of a record in safety performance. The plant was divided into 16 sections. Fifteen of the sections came through with a 100% score, not having sustained a single lost-time accident during the entire campaign. The other section had only one lost-time accident during the period.

Plant officials attributed the success of the campaign to the fine co-operation of the employees and the untiring efforts of the plant Safety Engineer Harold Reekie and his assistant, Jack Martin.

"Interest was sustained throughout the campaign and there was no drag at any time" said plant officials. "The

KEEPING UP TO DATE on the plant's safety record was a feature of the GM Folks Wartime Safety Campaign at R.I.L. Here Sigmund Wolfe and Nick Trenton look on while Jack Martin, Assistant Safety Engineer, brings the scoreboard up to date in Department 5 at Regina Industries. Because of the hazardous nature of its work the perfect record in Department 5 was considered "tops" in the campaign.

teaser campaign which preceded the actual contest stirred up this enthusiasm which employees and our safety men sustained throughout the actual campaign period".

How Oshawa Responded

At Oshawa, 134 campaign suggestions were sent in to the Employees Safety Suggestion Plan Committee on the special Safety Suggestion form provided in the campaign literature. "In addition, suggestions of the safety type by employees using the regular suggestion plan form were substantially increased", said Sid Nobbin, Secretary of the Suggestion Plan Committee.

Reports are not yet completed by the two plants in Walkerville but indications during the campaign were that in the Engine plant and at B.C.I. Safety records should show a substantial improvement.

The GM Wartime Safety Campaign originated in the Central Office of the Corporation. No general report has yet been made available but it will be interesting to discover how much improvement can be made by a half-million Corporation employees in a three month's campaign of this kind.

The original intention was to remind all GM employees of the simple safety rules every worker knows but tends to forget in the rush of GM's war effort.

Know Your Plant . . .

NO. 9 OF A SERIES—BODY TOOL AND ENGINEERING, DIVISION, OSHAWA

WHEN machine tools are unavailable and the job must go through, consult the Body Tool and Engineering Division. Chances are they can build the tools.

If there is a bottleneck and a new fixture or two will ease the situation, that's another job for B. T. & E.

This has been demonstrated time and again in the production problems that have arisen in the General Motors war programme. Particularly in the work on fuselages, cowlings and engine mounts, the men of the Tool Division have been responsible for a great many innovations and improvements. There is one well known example in the job of fitting the tail bulkhead in the boxing fixture. The time for this operation, always previously done by hand, was known to be about six hours. Now it is done in a matter of minutes, all because the tool men devised heavy steel equipment that does the job rapidly and accurately. The accuracy can be judged from the statement that tolerance on the bulkhead fitting must be within twelve minutes of wing pickup by points.

F. E. HUDSON

Started in 1935

The Body Tooling Department was first established in the West Plant in 1928. In May, 1935, it was decided that Building No. 1, Richmond Street, should be devoted to the tooling-up of Chevrolet, Pontiac, Oldsmobile, Buick and commercial cabs and bodies. The need for a self-supporting toolroom became apparent by the change-over from composite wood frame bodies with sheet metal panels to a new design of all metal body. The equipment for building these became highly complicated and it was deemed advisable to tie the Body Engineering and Body Tooling Departments into one unit. Into this Division, therefore, went all the development work in this connection, that is, the building of sample bodies,

THE KING'S McLAUGHLIN BUICK, one of many specially built royal cars.

the tooling up to produce them in quantities, and the maintenance of all this equipment. In addition, from 1937-39 this Division had the honour of designing and building seven special McLaughlin-Buicks for the Royal Family.

Shortly after the present war broke out, when the Company accepted the responsibility of building Mosquito fuselages, cowlings and engine mounts, the Body Tool and Engineering Division turned itself overnight into the Aircraft Tool and Engineering Division, and did the same job for the Aircraft as it had done in the past for Body Production. In addition to the Aircraft programme, much tooling had already been done on the Mechanical Transport end, and also for the Anti-tank Gun Carriage which Regina built. In addition, the M-4 Tank Lower Hull was tooled into production, as also was the Recoil System for the Anti-tank Gun.

More Additions

The first floor of No. 1 Building consists of the machine shop, radio and experimental rooms, the basement consists of the woodworking and pat-

AIRCRAFT FIXTURE, designed by Body Tool and Engineering; is inspected by British mission.

tern-making shop, and the second floor, which was added in the winter of 1940-41, became the Engineering Specifications, Drafting and Tool Design quarters.

A long list of asignments in tooling for all of the General Motors war products has been competently handled by this Department.

In charge of the Division is Superintendent F. E. Hudson. His staff includes Roman Prell, General Foreman, Toolroom; Allan Glover, Foreman, Toolroom; T. Lilley, Foreman, Toolroom; S. Rice, Foreman, Toolroom; Wilson R. Norton, Foreman, Welders; William Sampson, Production Tool Engineer; A. E. Derumeax, Supervisor, Radio Technician; Harold Hainer, Supervisor, Production Tools; George Jackson, Supervisor, Tool Design; J. L. Smith, Super-visor, Army Vehicle Specifications; Rudolph Wehneart, Senior Draftsman; J. H. Weir, Supervisor, Specifications; Mrs. E. Grace Mackie, Supervisor, Typist Group; A. J. Renwick, Chief Tool Designer, Aircraft.

Allow Letters, Parcels For Prisoners

The following is a list of all GM prisoners of war from the Honour Roll lists. Many have been published before but are now repeated with their official P.O.W. numbers and correct camp addresses.

A limited number of letters may be sent to prisoners of war and cigarettes are also permitted if they are correctly addressed and handled through cigarette companies. As for parcels, there are definite restrictions, but arrangements may be made through any local Red Cross Branch to send a parcel of comforts or clothing.

Rank	Name	P.O.W. Number "Canadian Prisoner of War"	Address
Sergeant (RCAF)	Barton, V. A.—Regina Plant	1702	Stalag Luft III, Lager E., Germany
Gunner (RCA)	Bowers, Leslie W.—Oshawa	274051	Stalag 11-D, Germany
Pte. (48th Highlanders)	Brockman, John Bernard—Oshawa	B.65829	Stalag 7A, Germany
Captain (RHLI)	Brown, T. James—(Hamilton Dealer)	43030	Camp Stalag IXC, Germany
W.O. (RCAF)	Buchanan, Gordon R.—Oshawa	1253	Stalag Luft 3, Lagere, Germany
F.O. (RCAF)	Christison, Robert Lawson—Regina	3566	Stalag Luft III, Germany
P.O. (RCAF)	Cromb, L. D.—Regina	3129	Stalag Luft 3, Germany
F.O. (RCAF)	Fowler, Ian H.—Calgary Branch	3603	Stalag Luft III, Germany
F.L. (RCAF)	Heney, F. E.—Ottawa Dealer	3300	Camp-PG 78 P.M. Italy (Prison Camp)
Corporal	Hill, James P.—Oshawa	25962	Stalag 344, Germany
Pte.	Metcalfe, George A.—Oshawa	31851	Stalag 344, Germany
Sergeant (RCAF)	Wood, W. S. E.—Rosetown Dealer	222542	Camp M. Stammlager, Luft 3, Germany
Sergeant	Routledge, Ronald J.—Regina Plant	(Unable to locate address).	

GM Reservists Have Go At Booby Traps And Try Gas Chambers

Week In Camp Featured By Training With The Real Stuff

Bronzed by the Niagara sun and with healthy appetites satisfied by Sgt. Alf. Gower (Army Cab line) and his efficient staff, the GM men of Oshawa's old "Ontario Regiment" returned from camp recently led by the Oshawa Civic and Regimental Band united with the Regimental Trumpet Band.

This year, for the first time, manpower was lower due to enlistments, but military equipment was very plentiful for all training needs. This equipment was inherited from the active force and reconditioned for instructional purposes.

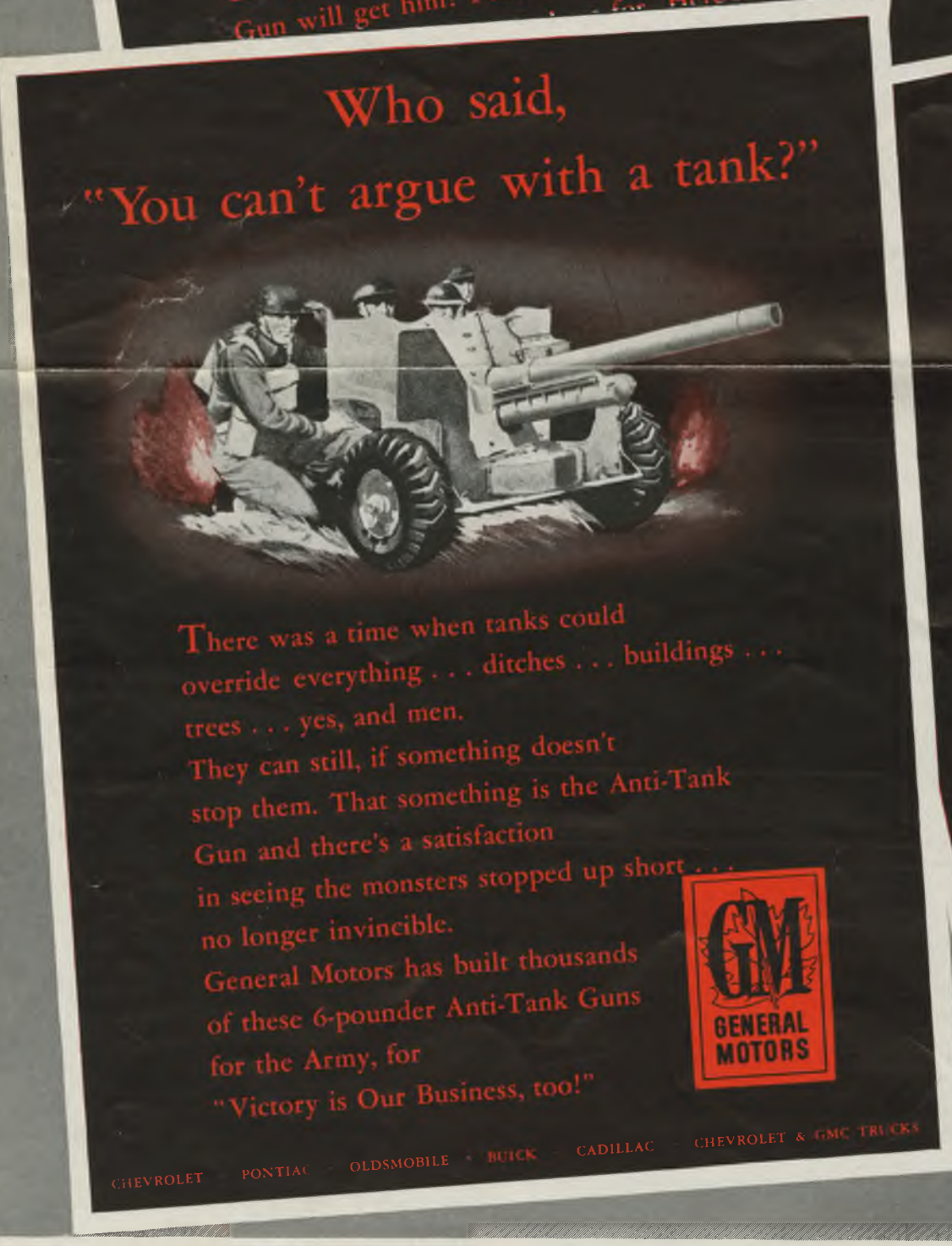
The Administrative and Training Staff led the men through drills which included all arms used by a reconnaissance regiment. Armoured reconnaissance cars, built in Oshawa and other military transports by GM were driven by Sgts. Goyne, Howard Toaze; Tprs. Trudel, Morrison, Brown and Rundle. The 3-inch mortar crew fired on the Lake Ontario ranges with Sgt, Freeman, Cpls. Hall, Spires, Black, Tprs. Barselaar, Prince, Saxby and S.S.M. Taylor. GM-built 6-pounders were demonstrated in a practice shoot using tracer shells by Sgt. Davis and Johnston, Cpls. Norsworthy, Rhodes and White, Tprs. Johns, MacLaren and Moffatt. A number of men qualified for their standing orders for wheeled vehicles which is the permission to drive army trucks and cars after a period of drill over quite a rough course. Universal carriers were another vehicle which the men found most interesting.

Vivid appreciation of the problems the active army overcome was gained when demonstrations of anti-personnel mines, grenades and booby traps were carried out by 32nd Brigade instructors. An overnight scheme in the Welland Canal zone showed the adaptability and alertness of the young Reservists. Their ability to bivouac and do picket duty with very little supervision was impressive. The individual interest evinced in the gas chamber demonstration; the stiff obstacle course; field-craft and concealment tactics; armoured recce car usages; assault troop manoeuvers; rifle and Bren gun firing was impressive.

Several good scores were made at the Rifle Ranges—on the 100-yard range for recruits Tpr. Vaillancourt came second with 46. On the open range test Lieut. Dibbon made 95 out of 105; Lieut. Murphy with 94 came second and Sgt. Scott followed closely with 93. In the practices with the Bren gun at 200 yards, Cpl. White led with 83; A-S.S.M. McLaren with 77.

GM'S CONTRIBUTION TO VICTORY REVEALED IN MAGAZINE ADVERTISEMENTS

Swat this Mosquito . . .
if you can!
Here, you Axis supermen, is the plane you'd
like to stop! Swift, stinging death from
above . . . striking back


Who said,
"You can't argue with a tank?"
There was a time when tanks could
override everything . . . ditches . . . buildings . . .
trees . . . yes, and men.
They can still, if something doesn't
stop them. That something is the Anti-Tank
Gun and there's a satisfaction
in seeing the monsters stopped up short . . .
no longer invincible.
General Motors has built thousands
of these 6-pounder Anti-Tank Guns
for the Army, for
"Victory is Our Business, too!"
GM
GENERAL MOTORS
CHEVROLET PONTIAC OLDSMOBILE BUICK CADILLAC CHEVROLET & GMC TRUCKS

The First Billion Miles
are the Hardest!
The path to Victory has proved a difficult one.
Through sand and snow, blistering heat and
perishing cold . . . in wind, rain, sleet and snow . . .
over mountains and through deserts . . . the miles
roll up. Victory on wheels becomes an actuality
with the transportation of Canada's troops and
those of her allies. A staggering total of miles has
been built up by the more than a quarter million
vehicles that General Motors is proud
to have made. A billion miles
to Victory is not too far . . .
for "Victory is Our Business."
GM
GENERAL MOTORS
CHEVROLET PONTIAC OLDSMOBILE BUICK CADILLAC CHEVROLET & GMC TRUCK

THE PART WE PLAY!

All Canada has been reading of GM's output of war weapons in a recent series of coloured advertisements. Beginning with the reconnaisance car and its valuable services in the campaigns of Africa and Italy, this fine series proceeded to tell about the six-pounder anti-tank gun carriage and its advancements against enemy armour. The third advertisement is devoted to the Oerlikon gun for which mounts are built at Regina Industries Limited. Protection against air attacks on convoys and escort ships has been the principle role of this weapon. A later advertisement will be devoted to the Mosquito airplane and as the veil of secrecy is lifted, other weapons will be featured.